

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
FOR THE MIAMI URBANIZED AREA

A G E N D A

WEDNESDAY, DECEMBER 11, 2002 AT 7:00 P.M.

SOUTH MIAMI COMMISSION CHAMBERS
6130 SUNSET DR.
SOUTH MIAMI, FLORIDA

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES:
 - { MEETING OF NOVEMBER 13, 2002
- III. PRESENTATIONS:
 - A. LUDLAM TRAIL - P. Steinmiller, FDOT
- IV. DISCUSSION ITEMS:
 - A. KROME AV. PUBLIC HEARING - D. Henderson
 - B. DOWNTOWN MIAMI MASTER PLAN - D. Henderson
 - C. FDOT PROJECT INFORMATION - D. Henderson

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, DECEMBER 11, 2002

MEMBERS PRESENT

Brett Bibeau Sheila Boyce
Paul Schwiep Ted Silver

MEMBER ABSENT

Brian Hannigan Bruce Henderson
Amado Leon

OTHERS PRESENT

David Henderson, Staff Jae Manzella, Staff Phil Steinmiller, FDOT Elizabeth Rockwell, FDOT
William Johnson, Commiss. Morales Office Frank Baron, MPO Myra Patino, Reynolds, Smith & Hill
Noel Cleland, Bicycle Commuter Barry Burak, Concerned Cyclist

The meeting began at 7:10 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF MINUTES	- BBibeau: <i>Requested clarification of speakers at the last meeting, since a regular attendee: Barry Burak has the same initials as he.</i> JM: <i>Will correct all those instances.</i> PS: <i>Motion approving the amended 10/13/2 Minutes; seconded by BBibeau; vote: unanimous.</i>
LUDLAM TRAIL UPDATE	- PSteinmiller: <i>The Ludlam Trail study is nearly complete. The final report will be developed. An overwhelming public majority favors a trail. The FDOT has decided not to request this project be placed in the TIP, due to a projected loss of future revenue. It isn't a high priority. He hasn't discussed non-FDOT funding sources with consultants.</i> MP: <i>This project would utilize FEC ROW, parallel to 67 Av. from Perimeter Rd. to Dadeland North Metrorail Station for a bicycle/pedestrian path. The corridor is 7 miles long and 100' wide. For the rail-with-trail alternative: a 14' path would be constructed adjacent to the existing railroads, with a landscaped buffer. Taking the tracks out of the corridor would allow separate paths for bicyclists and pedestrians. Two workshops were conducted (about 275 people at the 1st). Most of the support was to take out the tracks. The FDOT is still negotiating ROW costs with the FEC.</i> TS: <i>Inquired as to the need to negotiate a current price if the project is put on hold.</i> PSteinmiller: <i>This is part of the consultant's requirements, as well as discussing the feasibility of the FEC to abandon the corridor.</i> MP: <i>Over 120 people attended the 2nd workshop. A challenge is to safely cross major roadways, (requiring additional signage, etc.) This may include pedestrian overpasses (requiring additional ROW). It would enhance linkages to (2) parks, and several schools along the way. The Dadeland area would also be a major destination. It would also be linked to the M-Path/South Dade Trail. There have been meetings with the TPC and CTAC, and a TPTAC meeting is still pending for next month. The study is to be completed by the end of Jan. 2003, when a final report and newsletter will be submitted. Joint development opportunities are being considered, such as kiosks, advertising, and adopting the trail for maintenance. Several area bike shops have been contacted to determine their level of support and to disseminate information. The FEC is still an active line for Everglades Lumber, which utilizes the tracks for 85% of their shipments. However, they do not oppose the trail development (keeping the tracks).</i>

South of Bird Rd. is strictly residential, so the tracks could be taken out there.

BBibeau: Inquired as to the feasibility of connecting the trail to the MIC.

MP: At a TPC meeting, it was mentioned that airport staff are considering closing off Perimeter Rd., due to security concerns. This was supposed to link to the Ludlam Trail.

BBibeau: Inquired if other b/p projects listed in the current FDOT Work Program will be affected by the budget shortfall.

PS: Hopes not, although new projects are. He could research this further.

WJ: The FDOT has hired a consultant that has done some detailed designs/plan of action. It would be a waste not to include this into the TIP, even if it is unfunded.

PSteinmiller: His understanding is that the individual project has to be listed in the Long-Range Transportation Plan before it can be listed in the TIP.

DH: This is listed in the LRTP. It shouldn't be an issue to include it into the TIP, especially when there is so much support for it.

WJ: A lot of tax money has already been spent. *Don't just ignore the project.*

DH: There are several funding sources, besides FDOT funds; especially for rails-to-trails projects. Purchasing ROW is the major expense. One of the Florida Communities Trust primary goals is to acquire abandon railroads. Also, the Office of Greenways & Trails is concerned with purchase of ROW for rail/trail projects.

MP: Part of the study is to identify possible funding sources.

DH: *Phasing plans should be developed.* The FEC may be ready to abandon the corridor, south of Bird Rd. This would make it more affordable. Purchasing a railroad is very complicated. The lumber company may be able to shift over to trucks.

MP: *Phases will be part of the final report.* The FEC is willing to abandon the corridor, for the right price. The FDOT is concerned with businesses that rely on the FEC.

DH: Inquired if BPAC recommendations on technical issues, (such as phasing and crossings) would be helpful for the final report.

PSteinmiller: Any input from the BPAC is welcomed. They could also help support this project's inclusion into the TIP.

DH: Inquired if a Citizens Advisory Committee is being developed.

PSteinmiller: This has not been done. It's a good idea; but at this time, he is just trying to finalize the study.

MP: This could be a recommendation in the report.

NC: Inquired how long it would take the project to be developed.

MP: Within a couple of years, after approval. Initially, just a basic trail is built. As it becomes more popular and issues are presented, enhancements are made.

NC: Phasing would build community support for the rest of the project.

DH: There are technical issues the BPAC should address, even if the project is not scheduled to be built right away. Also, it is timely for the BPAC to support giving this project a higher priority than the FDOT suggests.

TS: Perhaps the BPAC should wait for the report to be completed, then reference it when making a recommendation to include it into the TIP for funding.

PSchwiep: The FDOT is making a decision not to go forward with submitting this project into the TIP, even before the study is complete. This is disconcerting. There is tremendous support from the community for it, thus the BPAC has a duty to make an effort to get this project moving forward.

DH: Doing so would raise the issue to the MPO Board. It's important they are aware of the project. Putting the project into the "Unfunded" section of the TIP is not a problem.

WJ: Although it would be an unfunded project, it would be documented in TIP as a

		<p>desired project. Also, an MPO member can take the lead to get it funded in the future.</p> <p>TS: Skeptical whether the BPAC considers this project more or less important than the other unfunded projects brought before them. Not sure if the BPAC should try to make this project politically motivated to bring it to fruition.</p> <p>PSteinmiller: Any MPO member can request this project to be included in the TIP.</p> <p>TS: He may mention the Ludlam Trail at the next MPO meeting.</p> <p>PSchwiep: The BPAC wants this project, but the FDOT wants to abandon it because they don't have the money. There are other funding sources to go after. <i>Motion requesting the FDOT to bring the Ludlam Trail funding issue before the MPO Governing Board to be included in the TIP, as well as higher re-prioritize it internally, and research alternative funding sources; BBibeau seconded; vote - unanimous.</i></p> <p>PSteinmiller: The FDOT will be experiencing funding shortfalls for the next few years, unless the economy rebounds quickly. He will not try to push this project through.</p> <p>BBibeau: <i>Motion, whereas the FDOT has several bicycle/pedestrian projects within it's current 5-year Work Program, as whereas these projects are essential towards an integrated bicycle/pedestrian path network to provide necessary facilities for alternative forms of transportation; now therefore the BPAC strongly recommends the FDOT to maintain current approved levels of funding for all bicycle/pedestrian projects; seconded by PSchwiep.</i></p> <p>TS: Asking the FDOT to re-prioritize projects may prove detrimental.</p> <p>PSteinmiller: The time for BPAC comment/input is when the TIP is up for renewal.</p> <p>DH: The FDOT Work Program will be approved next week. He reviewed it fully._</p> <p>BBibeau: Would like to add that: <i>if b/p projects are deemed to become removed that this issue be brought before the BPAC beforehand.</i></p> <p>BPAC: <i>Vote - unanimous.</i></p>
DOWNTOWN MIAMI MASTER PLAN	-	<p>FB: This is a 2-year effort. The sections of the Plan included in the package refer to bicycle and (mostly) pedestrian mobility. <i>A few areas would be emphasized as "pedestrian corridors";</i> so, they are willing to sacrifice auto capacity for pedestrians, (page 50). There is an increased residential presence; it is desirable that these people not need cars. The Transit Tax will help. Some "bicycle corridors" have been identified (page 53). Flagler St. is one of them; which he disagrees with. There are alternative corridors for this purpose, such as: N 4 St. He requested BPAC input.</p> <p>DH: Page 53 makes it sound like City is being dragged into supporting bicycling.</p> <p>PSchwiep: <i>Delete the 1st sentence of the bicycle section.</i></p> <p>DH: In a downtown section, you want autos to move at bike speed (15-20 mph).</p> <p>FB: Would prefer to get through there faster; the speed limit is 25 mph.</p> <p>BBibeau: Some Metromover stations close early. <i>They should all be open till midnight.</i></p> <p>FB: The Transit Tax should ensure this.</p> <p>BBibeau: Sections of the M-Path at the Miami River are closed. <i>They should be opened. Commends the study team for giving some thought to b/p issues.</i></p> <p>DH: They also addressed the Port pedestrian bridge, Miami River Trail and Baywalk.</p>
KROME AV. PUBLIC HEARING	-	<p>DH: This FDOT Project is addressing the portion of Krome Av. from SW 296 St. in Homestead to US-1. <i>In Florida City, Krome Av. would be widened to 4 lanes to address truck mobility. The FDOT plans to keep Krome Av. two-laned within Homestead, but remove 1 side of parking to include bike lanes.</i> Businesses are concerned, but analysis shows that parking is underutilized; besides, the City is building a parking garage. The</p>

		<p>City was awarded funds to develop a bike plan which would attempt to address bicycle mobility in a way to keep the existing parking on Krome Av. <i>The BPAC will be asked for input.</i> December 17th is the FDOT public meeting. <i>He plans to speak.</i> It would be helpful for a BPAC representative to support the idea, but <i>local cyclists should be encouraged to attend.</i></p> <p>TS: <i>There will be opportunities to voice opinions, either with a court recorder and by speaking at a podium in Homestead City Hall.</i></p> <p>DH: Transcripts of these are reviewed by the FDOT for their final decisions.</p>
FDOT PROJECT INFORMATION	-	<p>TS: The Agenda contains information on FDOT projects for BPAC member review/comments.</p>
MISCEL-LANEOUS	-	<p>{ TS: Displeased that this is the 4th meeting that a PW representative is not present. <i>Requested DH to inform PW that this is not acceptable.</i></p> <p>{ DH: <i>The MPO will be meeting on December 19th at 2 pm.</i> This is an opportunity for BPAC to make comments. For example, the 18-mile stretch position, although the resolution was passed to appropriate parties.</p> <p>TS: <i>Plans to attend.</i></p> <p>{ ER: NW 25 St. is being planned for redesign. Although it is a NDGP corridor (Beacon Trail), the Project Mgr. contends that no b/p accommodations are necessary. These comments were made in phase 1. There are 3 phases (30/60/90%) to each project, incorporating any changes as necessary.</p> <p>TS: Inquired how comments come back without responses. County, State and Federal policies require considering b/p mobility. The Master Plans have identified this corridor.</p> <p>ER: Unsure of the process, or how the PD&E report came to these conclusions. Only very recently did she receive the report, although it is dated in May, 2001.</p> <p>TS: Unsure how to address this issue at the MPO meeting.</p> <p>DH: Would like more information first.</p> <p>ER: <i>Will do more research.</i></p> <p>TS: <i>Consultants must be given stronger mandates to consider b/p mobility.</i></p> <p>DH: Reminding the FDOT of their own mandates is important. They are subjecting themselves to liabilities.</p> <p>TS: <i>Requested to be informed of the Commissioner who represents this district.</i></p> <p>JM: The TPC and TPTAC are important committees to have a BPAC representative to attend/comment. Most decisions are made by them before the MPO approves projects.</p> <p>TS: That requires the BPAC to know what projects are being presented.</p> <p>DH: FDOT projects are not presented to the TPC or TPTAC.</p> <p>ER: Unfortunately, the FDOT often improves corridors in a piecemeal fashion. So, a project may be only a few blocks long.</p> <p>{ WJ: Inquired if the BPAC has been informed of the two alternatives for SW 27 Av. in Coconut Grove. <i>There will be bike facilities,</i> but unsure what they will be.</p> <p>DH: Has not been kept up-to-date. Striped (segregated) wide sidewalks or bike lanes are being considered. <i>Will try to get a presentation to the BPAC in January.</i></p> <p>SB: This has been an internal endeavor, despite efforts to comment.</p> <p>WJ: <i>The City is ready to begin the public input process. It will only be 80' ROW.</i> Streetcars are being considered.</p>

	{ ER: <i>Port/Biscayne Blvds. will receive pedestrian signals within 60 days.</i>
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{ The meeting was adjourned at 8:40 p.m.